

4 May 1956

25X1A

[REDACTED]
Commanding Officer, Detachment A

Dear Fred:

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When you arrive overseas at [REDACTED] there will no doubt be a great many things to be accomplished in order to get your operations going in an orderly fashion. However, there are two different functions which I believe should be given priority above other items during your first few months. They embody two different conditions:

- (1) The establishment of aircraft emergency procedural policies,
- and (2) follow up on certain aircraft and equipment maintenance retrofits.

No doubt the first item which should have the utmost priority attention deals with establishing policies regarding missing aircraft procedures before any flights, other than mere local familiarization hops, are laid on. The missing aircraft procedural actions may be broken down into three steps:

- a. The announcement that an aircraft is missing.
- b. Initiation of appropriate search and rescue action.
- c. The release of appropriate information to the press following USSR reaction to overflights.

I believe the announcement of a lost aircraft will naturally have to be initiated by you and should be handled in accordance with normal theater practice. This you and your operations staff will

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have to become thoroughly familiar with through your contacts with 7th AD and 3rd Air Force, and 12th Air Force. You will also have to learn the appropriate procedures to alert search and rescue activities. This will also prompt you to have established pre-planned areas to which you will direct search and rescue operations to seem most plausible with our flight plan as filed with the 7th Air Division, but not near any actually flown penetration of unfriendly territory. For example, in other theaters where similar types of projects have been conducted, Air/Sea Rescue was alerted and actually expended a great deal of effort in searching false areas merely to hide the true area of airplane loss to give credence to cover propaganda. Such diversionary tactics might be necessary in the furtherance of our cover security.

With regard to press releases on lost aircraft, such can be handled in two ways; either by your making an appropriate release through USAF, or by this HQ releasing appropriate information in the press in this country. We believe it most appropriate that Project Headquarters make all press releases, other than your initial announcement of a bird being lost, in those cases where a U-2 is lost within enemy territory. In this contingency we will, of course, keep you constantly advised of announcements we are making. [REDACTED] has worked up a number of suitable cover stories designed around several conditions of lost birds, namely, those taking place deep within unfriendly territory and those a short way within unfriendly territory.

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The second group of items which we wish you to closely monitor deals with some shortcomings we have found with either the aircraft or

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equipment during the training at [REDACTED]. The first group deals with flame-outs or engine malfunctions. In the case of the one abort during the USCM, wherein a bleed valve malfunctioned, it has been decided that a bleed valve functioning light should be installed on the dashboard. This light is to indicate red if the bleed valve has stuck open and is malfunctioning. Any lack of light will mean the valve is functioning properly and the pilot need have no concern. Such a bleed valve light will have to be installed on the aircraft at [REDACTED]. We would like to be kept informed as to the status on this retrofit in order that we can bring pressure on the contractor if such equipment is not installed properly and timely.

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The next item is the flame-out experienced during one mission by pilot intentional skidding the airplane to balance wing fuel load. We believe this could have been caused by prolonged use of the auto-pilot wherein a wing-low attitude caused the fuel to drain from the high wing to the low wing. We believe this can be corrected if the pilots will fly the airplane manually for 10 to 15 minutes every hour in order that the human compensating inaccuracies in flying would enable the fuel to resume an equal level in both wings.

Another condition that caused flame-outs was the change in the minimum fuel flow. We understand that all efforts to date to make the fuel flow setting remain as set have failed. Accordingly it seems desirable when a fuel flow bench test piece of equipment has been established at Burtonwood that every 15 to 20 flying hours the fuel control should be bench test rechecked.

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Now, for the equipment, although not as critical from a mission success standpoint, it can reduce the amount of intelligence take we get. We have asked the contractor to come up with a number of fixes which if not carefully monitored may not be installed on all your aircraft. The following are some of the more important items which we have asked the various equipment manufacturers to incorporate.

a. We have asked that on the tracker hermetically sealed relays be installed. These may have to be replaced from time to time but their installation may eliminate some of the moisture conditions which you will certainly run into over there.

b. Insulating the handle pin of the control mechanism on the drift site should be accomplished.

c. The cable lock on the periscope should be installed to forestall destroying the bore site alignment. While this item is not critical it can be a nuisance in maintaining the bore site alignment in this equipment.

d. At one time when the installation in the handle pin of the control mechanism on the drift site was improperly installed, a fuse was blown due to a short circuit in the camera compartment. A fuse by-pass switch is supposed to be installed to eliminate this possibility. You should see that such modification is made at an early date.

e. There is to be a change made in the tracking camera to eliminate the power short circuit through the clock mount.

Another item which has nothing to do with malfunctioning or modification from an operational standpoint deals with the time required

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in installing the camera equipment. Present camera package attaching belts make it most difficult to install and remove camera equipment. Hycon stated they were going to make a quickly detachable and attachable mount for this installation. When this arrives in the field you should follow through on its installation.

Another item that may be of help to you is the drift site training stand which should be forthcoming in the very near future. Let us know when it arrives and its degree of usefulness to pilots.

While I realize you are well aware of most of these malfunctions better than we, it seems advisable to give you this letter as a reminder of these things in order that in your great number of pressing needs upon your arrival you will not overlook some of these items which should be taken care of in a timely manner. It is hoped that as these things are accomplished you will keep us appropriately informed by teletype and especially on the cover stories, that you get these back to us as quickly as possible.

PROJECT DIRECTOR

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